

Liquefied Natural Gas in Southern Oregon

Threatening our Rivers, Forests, Farms and our Sustainability



Map of Southern Oregon LNG Proposal

5 Reasons to Oppose LNG:

- 1) Fish. The proposed LNG terminals would damage endangered Salmon, Smelt and Steelhead habitat.
- 2) Forests. The proposed pipelines threaten to clear-cut thousands of acres of public forestland including old growth and Northern Spotted Owl habitat
- 3) Farms. Thousands of Oregon agriculturalist and landowners face eminent domain for LNG-related pipelines.
- 4) Climate. LNG is 30% more greenhouse gas polluting than domestic natural gas.
- 5) Energy Independence. The U.S. shouldn't increase energy dependence on foreign nations, putting our national security at risk. We should be investing in efficiency and renewable energy.

What is Liquefied Natural Gas (LNG)?

Liquefied Natural Gas is natural gas that is super-cooled to -261°F . The gas is extracted from the ground or produced as a by-product of oil or coal extraction, piped into liquefaction facilities, liquefied and piped onto LNG tankers. The LNG is then shipped overseas via tanker ship and delivered to import re-gasification terminals. At these import re-gasification terminals, the liquid is heated to return to its gaseous form and piped into pipelines to be delivered to the pipeline grid. The process of extracting, liquefying, shipping and re-gasifying adds a massive carbon footprint to LNG, making it 30% more greenhouse gas emitting than domestic natural gas.

What is proposed for Oregon?

The state of Oregon is currently facing three proposals for LNG import terminals and four new LNG-related pipelines adding up to nearly 600 miles of new pipelines in Oregon. Two of the proposed import terminals would be located on the Columbia River and one import terminal would be sited on the North Spit of Coos Bay.

Do we need LNG in Oregon?

No, Oregon has no need for LNG. In 2008 the Oregon Dept. of Energy studied the need for LNG in Oregon and found that LNG: is more expensive than domestic sources of natural gas; has a higher carbon footprint than domestic natural gas; would likely be supplied by countries in the Middle East; that there is existing unused LNG capacity in import terminals in the U.S.; and that LNG is not needed to meet current or project energy needs in Oregon.

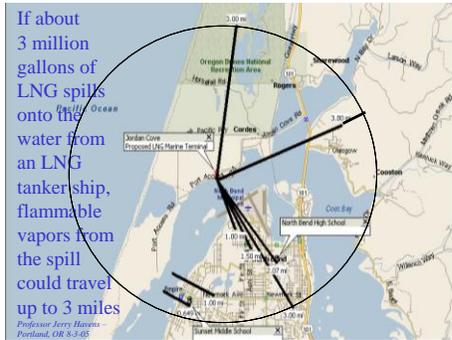
The LNG import terminals proposed for the State of Oregon are intended to feed the California energy market. With a proven lack of need in Oregon, a proposed capacity at each terminal of three times Oregon's natural gas use, pipelines proposed that would deliver the gas directly to the California border, and a history of California refusing to site LNG import terminals in that state, it is very clear that this LNG is intended to feed California's energy demand.



The Oregon Chapter of the Sierra Club is working to stop needless LNG and related pipeline development. For more info visit: <http://oregon.sierraclub.org/goals/lng.asp>

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Jordan Cove LNG and Pacific Connector Pipeline Impacts



“Hazard zone” for the Jordan Cove LNG terminal

Jordan Cove LNG Import Terminal Poses Public Safety Risk

- If 10% of an LNG tanker cargo spills over water in Coos Bay the resulting flammable vapors can travel 3 miles, enveloping the communities of North Bend and Coos Bay, including North Bend High School and Sunset Middle School.
- The Jordan Cove terminal is proposed to be built directly in the flight path of the active Southwest Oregon Regional airport in North Bend.
- The proposed terminal site is surrounded by fault lines and is within a Tsunami Flood Zone
- The proposed site of the LNG terminal is in the same bay where the New Carissa Oil tanker ran aground and spilled 70,000 gallons of oil in 1999. This site has a history of tanker accidents.

Environmental Impacts of Jordan Cove LNG and Pacific Connector Pipeline

Forest Impacts: The proposed Pacific Connector Pipeline would stretch 220 miles from Coos Bay to Malin, near the California border. Pacific Connector plans to clear-cut **420 acres of Northern Spotted Owl habitat and 466 acres of Old Growth Forest** on Federal Public Lands.

River Impacts: Pacific Connector Pipeline would cross hundreds of rivers, streams and wetlands on its path to the California border. Of special note are the Coos, Coquille, Klamath, Umpqua and Rogue Rivers all of which would be crossed by the pipeline. **The Coquille River would be temporarily dammed and diverted in order to lay the pipe.**

Marine Impacts: Jordan Cove plans to excavate and dredge **5.6 Million Cubic Yards of material from the North Spit of Coos Bay**. That excavation would damage federally listed Coho Salmon habitat in the bay and remove an entire forested hillside from the North Spit.

Air Impacts: As a carbon intensive fuel, LNG development not only **affects our global climate but would also increase air emissions in the Coos Bay area**. In areas developed for LNG export, communities have been relocated due to the pollution produced at LNG terminals from industrial operations and flaring of gas. Similar industrial operations and gas flaring would occur at LNG import terminals.

**Oppose the Jordan Cove LNG terminal and Pacific Connector Pipeline!
Take Action Today – Contact Governor Kulongoski!**

Governor Kulongoski:
Phone: (503) 378-4582
Email: http://www.oregon.gov/Gov/contact_us.shtml

